

What Is Claimed Is:

1. A method for driver information and for a reaction when leaving the traffic lane, the driver information and/or as a reaction a vehicle intervention taking place if the vehicle threatens to leave the traffic lane; at least one boundary of the traffic lane being recorded, a track, to be expected, of the vehicle being ascertained, and from these variables the driver information and/or the vehicle intervention being derived, wherein in the ascertainment of the track of the vehicle, a driver reaction to be expected in the future is taken into consideration.

2. The method as recited in Claim 1, wherein the track is ascertained while taking into consideration a future steering reaction away from the side markings.

3. The method as recited in one of the preceding claims, wherein the reaction time of the driver is taken into consideration.

4. The method as recited in one of the preceding claims, wherein the side boundary is recorded using an image sensor system.

5. The method as recited in one of the preceding claims, wherein a left future track of the vehicle as well as a right future track of the vehicle are ascertained, which are compared to the left and right edge markings.

6. The method as recited in one of the preceding claims, wherein the determination of the track of the vehicle is calculated in a first phase without a steering correction by the driver, and in a second phase using a predefined steering correction.

7. The method as recited in one of the preceding claims, wherein an automatic intervention in the steering takes place in response to a threatening leaving of the traffic lane.

8. The method as recited in one of the preceding claims, wherein a variable representing the attentiveness of the driver is ascertained, as a function of which the future steering correction by the driver that is to be taken into consideration in the determination of the track and/or the extent of the warning of the driver are determined.

9. The method as recited in one of the preceding claims, wherein the future possible track of the vehicle is determined as a function of the course of the vehicle in the past.

10. The method as recited in Claim 9, wherein the course of the vehicle in the past is determined from the yaw rate and/or the steering angle and/or using the steering movements of the driver.

11. The method as recited in one of the preceding claims, wherein the possible future track of the vehicle is ascertained having a greater deviation from the course of the vehicle without a steering intervention, if the curvature of the vehicle's course in the past changes greatly, and is calculated having a lesser deviation if in the past the curvature of the vehicle's course has hardly changed.

12. The method as recited especially in one of the preceding claims, wherein a driver information and/or as a reaction a vehicle intervention take place if the vehicle threatens to leave the traffic lane, at least one boundary of the traffic lane being recorded, a track, to be expected, of the vehicle being ascertained, and from these variables the driver information and/or the vehicle intervention being derived; in response to a not recorded or only unreliably recorded traffic

lane boundary, the track expected of the vehicle being ascertained having a greater deviation compared to the course of the vehicle without a steering intervention.

13. A device for driver information and for a reaction in response to leaving the traffic lane, having an evaluation unit which, in response to a threatening leaving of the traffic lane activates a warning of the driver and/or activates a vehicle intervention, having a microcomputer which includes a program which records the pattern of at least one side marking of the travel lane, which, in addition, ascertains the course of the track of the vehicle that is to be expected, and from these variables derives the warning and/or the vehicle intervention, wherein, in the determination of the track of the vehicle, future driver reactions to be expected are taken into consideration.

14. The device, particularly as recited in Claim 13, wherein a driver information and/or as a reaction a vehicle intervention take place if the vehicle threatens to leave the traffic lane, at least one boundary of the traffic lane being recorded, a track, to be expected, of the vehicle being ascertained, and from these variables the driver information and/or the vehicle intervention being derived; in response to a not recorded or only unreliably recorded traffic lane boundary, the expected track of the vehicle being ascertained having a greater deviation compared to the course of the vehicle without a steering intervention.